



THE SAFETY CLAUSE



DCMC's FLIGHT OPERATIONS INTERNET NEWS LETTER, EDITION XI

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Table of Contents

Topic	Page
Introduction	1
Chief's Corner	2
FYI	3
FLEA's Two Bits	4
Mishap Notifications and FOUO	5
AMM News	7
DLAM 8210.1 Waivers	8
Random Notes	9

Greetings from Flight Ops Land. Welcome to the latest edition to the Safety Clause, the only DCMC Flight Operations internet newsletter that's Y2K compliant. Many of you have probably been wondering if we'd ever publish another edition of the Clause. Well wonder no further, or in the words of the famous Portuguese explorer Vasco De Gama, "Esto es nous avons changé tout cela."

In fact, we've been too busy in the past few months to publish a new Clause, what with leaving the "O" Directorate and changing our office symbol. And we're still changing things. We're currently working on rewriting DLAM's 8200.4, 8220.3, and 8210.1. We've got a new Tri-Service Agreement, new personnel, and a brand new henway.

Speaking of new office symbols, ours is of course **DCMC-AF**. Let's try using it in a sentence, "I sent my 8220.3 waiver request to **DCMC-AF**." See how easy it flows off the keyboard. Here's another example, "I forward all mishap notifications to the Flight Ops guys at **DCMC-AF**." Our new office symbol also works with PBAMs, IOAs, and general

correspondence. We think you'll find it's very versatile. Of course, our old office symbol, DCMC-OI, is still useful when dealing with creditors. Some other office symbols you probably need to know are the Flight Operations offices' from District East—**DCMDE-DF**, District West—**DCMDW-DF**, and District International—**DCMDI-DF**. No pattern there, but am I the only one old enough to remember what a "DF-steer" is? Perhaps you should try writing each symbol down several times each to help you with remembering them, then you'll never be embarrassed at parties again by your lack of acronym alacrity.



Frustration rises in the cockpit when the navigator realizes the latest charts still refer to Flight Operations as AQCOI.

CHIEFS' CORNER

DEFENSE CONTRACT MANAGEMENT COMMAND

-Colonel Michael Falvey

Personnel Changes

The future will bring many, many changes to the names and faces in DCMC Flight Operations. Major Andrew Chappell, our HQ DCMC-AF Army Flight Operations officer is retiring and is about to begin his terminal leave as I write. I'm not sure when the USA will fill Andrew's position, but I don't anticipate having an Army Flight Ops Officer here before the end of 1999. Major Chappell has been working closely with CW4 Mark Schwerke at DCMC Boeing, Philadelphia on a few key initiatives. We appreciate his assistance very much.

CDR Mark Feallock will leave the HQ Team in the March 2000 timeframe to become a squadron commander. His replacement will be LCDR (and O-5 select) Kevin Kenney. Kevin won't join us until late April 2000, so we'll face a few months without a USN Flight Ops officer as well.

And, as most of you know, MSgt Milton Dillard is retiring at the end of this month. Milton has decided to take advantage of the outstanding retirement ceremony that Bolling AFB provides for USAF members assigned to the DC area. If the weather cooperates, Milton will have the USAF Honor Guard and Band providing the pomp for the ceremony. It should be great. We all wish Milton the very best. He will be missed.

Replacing Milton is CMSgt Tony Knight. Chief Knight joins us from DCMC San Antonio and

we are very happy to have him join our team at HQ.

Initiatives

MOUs - You should all be in the process of finalizing your local MOUs for flight operations support per Tasking Memo 99-197. This is extremely important. If you are unable to complete a MOU locally (CAO Commander to Unit Commander) then please forward your requirements to the your District CFO. Make sure you include:

- What your requirements are (including chapter and verse of appropriate Service Regs)
- Who, in the Procuring Service (SPO, PMA, etc.) you work with (names and numbers) and,
- What/where you believe is the best source of support

We'll take that information and work with the procuring Service to try to secure the needed support.

Safety

We're still working towards Service specific appendices to 8200.4. I hope we have a product soon.

The USAF has agreed to give us 2 slots in '00 for the FSO long course and 2 slots for the 2 week Chief of Safety course. We'll have one slot in each class in '01 and beyond. This doesn't sound like much, but it really took a lot of coordination to secure these 4 slots.

We still have a pretty good chance of getting folks into USN and USA safety courses. The USN course is somewhat limited to O-5s (with occasional O-4s on an exceptional basis). The USA course just take \$\$ - which we should be able to get when we need it.

8210 Update – Lt Col Heib probably has a few more words on this effort. Suffice it to say that it has taken far longer than it should have. Some of that is our fault, some is the process itself, and some belongs to our counterparts in industry, who wanted to have more of a say in the contents of the document. It would be overly optimistic to say that the new 8210 is “coming soon” – it would be more accurate to say it’s “coming sometime.”

FYI

-Lt Col John Heib

We have several changes in store for the GFR course. We’ve actually been making a lot of changes to the course lately, but most of these changes have dealt with updates and formatting. The biggest future change will be in length. Starting with the December, 1999, course classes will start first thing Monday morning and will end Friday afternoon. The Sunday prior and Saturday following the course will be travel days. The ARFF section will be eliminated, the procurement section will be shortened. This will allow us to hold at least four courses each year while still keeping costs in check.



In a separate cost cutting initiative, future GFR course will be held in Col Falvey’s backyard.

We have a new Tri-Service Agreement. 📄 For those of you unfamiliar with this document it

delineates the responsibilities of the Services and DLA in conducting flight operations. It is also the biases for DLAM 8220.3. Now that it has finally been signed by the Director of DLA, Lt General Glisson, and Service Assistant Secretaries for Acquisition, we can start the long overdue process of rewriting the DLAM. In a marvel of bureaucratic speed we accomplished the Tri-Service rewrite in only one year. The signed copy (in Word) is conveniently available for downloading off our web site.

If you’re hoping to be selected as a recipient of one of the DLA Flight Operations Awards for FY ‘99 you’re burning daylight. The deadline for nominations is COB 30 September, 1999. Any nomination packages that aren’t on our desks by then (or at least on their way to being on our desks by then) will be sacrificed to the great recycle gods. And don’t send your nomination packages to us directly. Send them to your District CFO. District East’s CFO, Lt Col Mike Clover, is asking for East inputs to arrive NLT 15 September so he can make the 30 September deadline. I hope I’m not taking too much for granted when I tell you that the 15th is a good NLT date for International and West inputs. Here are the award categories:

1. Outstanding GFR
2. Outstanding AMM
3. Outstanding Safety Specialist
4. Outstanding Large Flight Activity (greater than 5 personnel)
5. Outstanding Small Flight Activity (5 or less personnel)
6. Outstanding Air Force Lt Col at the DCMC HQ level.
(That last category is very competitive.)

Once we receive the nomination packages we grade them based on:

- a. Level of activity

- b. Diversity of mission
- c. Training programs
- d. Mission readiness/accomplishments
- e. Customer and contractor interface
- f. Significant initiatives to improve contractor quality or cooperation
- g. Significant initiatives to improve customer satisfaction and product quality
- h. Safety programs
- i. Significant actions to correct aviation/ground hazards that improve safety awareness
- j. New safety programs/initiatives
- k. Successful aircraft emergency recovery
- l. Mishap record, and finally,
- m. Mishap reporting

Fortunately for all concerned the swimsuit portion of the competition has been eliminated. Once all the scores are tallied we pick the winners based on which facilities have the best hotels in the area or the highest scores, whichever occurs first. Please take note that we're still including the category "Outstanding Safety Specialist" (*see: Merriam Webster's Collegiate Dictionary, 3rd Edition, © 1996, for more information on the use of oxymorons*), despite the fact that Safety Specialist don't generally work for Flight Operations anymore. So ladies and gentlemen, start your engines and may the best GFR/AMM/ Safety Specialist/facility win. 🏆

As Col Falvey mentioned, the process to publish the new draft DLAI 8210.1 lumbers on. An industry group, the Aerospace Industries Association (AIA), recently reviewed the draft and gave us some suggested changes. Their primary recommendation was that we scrap the draft and just edit DLAM 8210.1, Vol. Well... that's not going to happen. We will, however, be attempting to incorporate many of AIA's other recommended changes to the draft.

Hopefully these changes will not delay publication of the new instruction any longer than its current projected publication date of... *sometime before the sun burns out*. Regardless of the publication date only new contracts will be affected by the draft, so there will be no immediate affect on the contractors themselves. GFRs, on the other hand, will be affected immediately upon publication because DLAM 8210.1, Vol 2 will be superseded by appendix C of the new DLAI.



Here AIA representative, Jane Summers, decontaminates the DLAI 8210.1 Draft of all references to Service Guidance.

As a side note, some of you may have seen references to AFJI 10-220 in conjunction with the Ground and Flight Risk Clause. AFJI 10-220 is the new designation for AFR 55-22, both for the current, November, 1991 version and the draft DLAI.

FLEA'S TWO BITS

Frustrated trying to understand your job? 🤖 Have you ever looked at the Defense Acquisition University (DAU) web site? Have you ever even heard of DAU? Did you care? Well, as I mature into a grown-up, wondering what I'll do for "real" living at some future point in my life, I have found out that getting some acquisition qualifications can

be very beneficial. Life here near the beltway has proven to me that if you know how to beg, borrow and, occasionally, steal money... also known as contracting... you can make a pretty good living with any myriad of companies.

But Mark, "How can I take acquisition courses out here in DCMC Nowheresville?" I hear you cry. Well it turns out DAU has a web site locate at dau.fedworld.gov/dau where at virtually no costs, you can take an introductory course to Acquisition 101... well, actually at no costs at all.

I, myself, recently completed this course, which proves it's about as user friendly and fool-proof as it gets. Once at the web site, you'll see how to navigate through the material to set up your own student account and get enrolled.

My experience with this system was fairly painless. After enrolling in the course, I went on a waiting list that, at the time, was undetermined. About 5-6 weeks later I got an e-mail from the course administrator "warning" me my line number was approaching to start the course. This is important because once you start the course, you have 60 days to complete it, normally more than ample time. However, given there are 24 lessons including tests after 22 of the courses, I took about 57 of those days to finish, mostly due to my heavy TDY schedule. The 60 days includes weekends. Each course takes about an hour and a half including the test to finish. I was able to complete about a course per business day.

In my opinion most of the information can be "filed" for professional knowledge. But there was about 4-5 VERY pertinent lessons that I wish I would've had at the beginning of this tour that would've gotten me on step with my job quicker than the trial by fire that's occurred. As an ACSC graduate (DG by the way... which

stands for "done graduated") about 3-4 of the lessons were budget process rehashes. Much of the info from the ACQ 101 course would be good general info for 'us operators' to see how we fit into the BIG budget picture. As a typical LTjg/LT, I couldn't have cared less... but in hindsight, I would've been a better officer from knowing this stuff. Oh well, lest I digress...

The other aspect/reason for taking this course is that it's the first of the series you'll *have* to complete, if you have any notion of getting an acquisition certification in the Service. So far, it's the only course offered on line, but, like myself, I think you'll find it's a good primer to "the System". If you want to take the follow-on courses, you can obtain course schedules/locations at the same web site. That's it for now... as my predecessor, Kevin Holland, said: "Back to work, we've got contracts to administer!'" Pensacola's looking better all the time.

MISHAP NOTIFICATIONS & FOUO --

Generally, mishap reports (and related documents) are typically not publicly disclosed for a variety of reasons: public release could interfere with ongoing investigations; could violate privacy of individuals involved; could chill the decision making process if advice, suggestions, or evaluations were disclosed; could contain contractor (manufacturer) proprietary data. There may be other harms, depending on the actual document at issue. DoD regulations intend that mishap reports be treated as For Official Use Only (FOUO) and protected from public disclosure to the extent allowed by law. For this reason, those reports are typically and routinely labeled FOUO. However, the focus shouldn't be on whether or

not it is a "report" but whether or not the document contains FOUO-type data.



Jim never found the coffee pot empty again once he discovered the secret to correctly labeling the coffee machine: regular, decaf, and FOUO!

The basic factual information within the notification messages is probably "OK" to flow through the Internet. However, you should be mindful that names of victims coupled with details of personal injuries should never be relayed through the open Internet. Reason: You may substitute your judgment with respect to the requirement to protect the data where the issues are trivial, where foreseeable harms are unlikely to result from the data transport process, or where time overrides the requirement to protect the data. However, the Privacy Act does not allow agencies to substitute its judgment with respect to another's right to Privacy and levies fines for improper public disclosures, especially with respect to medical data. Similar rules are in place with respect to manufacturer's proprietary data. If the manufacturer is financially/competitively harmed through public disclosure (intentional or inadvertent) the agency may be held liable. You should also examine where you are in the investigative process and ask whether you are including data that could thwart or interfere with the investigation. Where possible, delete or tone down any data falling in these categories.

Each notification should be reviewed/evaluated in this manner before dissemination.

As an aside, DoD has always recognized the fact that there are varying sensitivity levels of FOUO material; the more sensitive the information, the tighter the protections are to be. The rules with respect to FOUO are fuzzy; they have never been as hard and fast as with classified material. Individuals are to apply their own judgment as to evaluating the sensitivity level of a specific piece of FOUO data and applying appropriate protections. However, we've gotten casual warnings that DoD will be coming out with stiffer rules that remove our freedom to make those judgment calls. The current DoD FOUO rules were written before Internet capabilities became so widely relied upon for transmission. We understand that the new rules will prohibit the use of the open Internet as a transmission medium. When (and if) that happens, DoD components must be prepared to reword their documents or shift to a more secure transmission mode. In the meantime, we have to apply the existing rules as best we can: evaluate any harm that could result through public disclosure, and apply protections commensurate with the harm, waiving that requirement only where, in your judgment, time overrides the need for security.

Bottom line: We must ensure that our "Notification" messages are just that – and no more

AMM NEWS

-MSgt. Milton Dillard

Well, it's my time to say farewell and make that final (PCS) move "Permanent Civilian Status". I would like to take this opportunity to thank each of you for your support during my assignment at DCMC. They say "save the

best for last” well this was my last assignment and my best. Although I will always be partial to the Air Force, this assignment showed me what I knew all along. It’s not the branch of Service that you are in— it’s the people that make the Service.



While Milton will be long remembered for his groundbreaking work in marshal-paddle design, his most significant contribution to the Nation has to be his advanced lawyer delivery system.



Some of you I probably won’t see again, and some I may— but I would like to wish all of you the best. The 22 years I gave the Air Force had its ups and downs (most of them up). I can honestly say that if I had it to do all over again, I would do almost exactly the same way.

To all the AMMs out their, past and present, we have come a long way since 1995. The AMM course is now known as the Ivy League course of DCMC. When I first came on board we had the title of AMM, but that was about all. We are now a vital link in the APT chain.

The first generation, or “founding fathers”, of the AMM program did an outstanding job. They’ve all retired and moved on as I am about to do, but I would like to thank them one last time. CMSgt McCormick, CMSgt Powell, CMSgt Marshall, CMSgt Penman, MSG (Dan) Franco, Senior Chief Ingram, and Mr. Mike Lathrop who is still going strong in District East. MSgt Ross Goldstein has done an outstanding job over the years as our host and POC for the AMM Course, and is now one of our senior instructors. Thanks again “Goldy”, we couldn’t have done it with out you. There are still a few other old time AMMs out there like MSgt Boone and MSgt Black and retired MSgt Louis Gentile that made their contributions as well. These guys were always just a phone call or email away.

These guys were the pioneer AMMs, a very talented group of individuals that carried the AMM program to where it is today. So what does the future hold for the AMM? Well, in my opinion the future looks very bright for the AMMs and the APT. The next generation of AMMs has already made an impact on DCMC Flt Ops. CMSgt Smith’s AMM database will take the APT data collection and retrieval process out of the “stone age” and in to the new millennium. Senior Chief Collins has come onboard and once again the Navy is a key player in our AMM Program. SCF Jim Swearingen and SFC Donnie Snead, both E-8 selects, will carry the torch for the Army. Then there’s Chief Rhay. When CMSgt Rhay came onboard he hit the ground running with enlisted issues and concerns that went ignored for years. He’s a Chief that makes things happen; he “talks the talk *and* walks the walk”. Not bad for a “Conehead”.

For everyone who didn’t know, it’s official now CMSgt Knight will be my replacement at

DCMC Headquarters. Chief Knight is coming from DCMC San Antonio. His experience as AMM in the field should give him an edge and also brings a different perspective. I'm sure he'll get the same support that I did from everyone.

As you can see this AMM "thing" didn't just happen because of me. I was at the right place at the right time with an outstanding and talented group of individuals who gave me support when I needed it.

Again I thank you for your support, guidance and friendship. Take Care and God Bless.

Milton Dillard Jr.
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8210.1 WAIVERS

--Major Lane A. Seaholm

In addition to acceptance and delivery flights of the C-17, my office is also responsible for approval of flight operations in and out of the modification center in San Antonio, TX. This mod center is now picking up the KC-10 contract as well.

As you're all aware there is growing pilot shortage in the Air Force. One of the hardest hit communities is the KC-10, for what should be obvious reasons. Because of this worsening shortfall in KC-10 manning, the KC-10 community is becoming very hard pressed to man all the mod center inputs and pickups. As it turns out, several of our contractor C-17 pilots maintain currency in the KC-10. Knowing this, Air Mobility Command (AMC) has asked Boeing whether they could pick up some of the load.

Boeing, obviously, was happy to help; new contract = more money. However, Boeing was short one Flight Engineer (FE) with the 1000/300 as called for in DLAM 8210.1, Vol. 1, para. 5-3d. Following the procedures described in 8210.1 chapter 9, Boeing requested a waiver of the 1000/300 requirement. Boeing, in fact, began the waiver process prior to submitting a bid on the contract.

Having never processed a DLAM waiver before, I started by calling my district commander for his thoughts on the subject. I followed up that call with a call to Lt. Col. John Heib at DCMC-AF, asking if there were any precedents to this type of waiver. Colonel Johnson said he would support any decision I made concerning the waiver request. Col Heib said waivers of this type are common, and then he made me write this article as penance for calling HQ for advice. 🙏

The FE in question has an FE ticket, 3 check rides from an FAA evaluator, 700 total flying hours, and 40 hours in type. I work closely with him and the two highly qualified pilots who will fly with him. While I had great confidence in his professionalism and ability, I still wanted to find out how needy we were prior to forwarding the waiver.

I called the KC-10 office at AMC/LGF who had made the initial request to Boeing San Antonio. LGF is an avid backer of contracting-out work to take the weight off our crews. That desire is not universal throughout the Air Force however. My contact at AMC/DOTK was more inclined to keep the flying in-house with possible full time manning at San Antonio by dual qualified delivery crews. If that's their plan, I say, "sign me up!" Unfortunately, fiscal

reality and the pilot shortage will probably preclude the AMC crew manning option.

As the pilot shortage worsens it's likely the Services will be forced to contract-out flying work with greater frequency. If we weren't hurting for crews, the situation and waiver would never have approached my desk.

The waiver in question merely allows Boeing to petition for the contract. If AMC decides *they* want to man the operations, there will be no contract and the waiver becomes moot.

After much consideration, I decided the increased risk was negligible. So, I had Boeing Flight Operations type up a waiver letter which I would have immediately approved if I were the waiver authority for DLAM 8210.1, which I, the GFR, am not. So instead of constructively changing the contract which I'm told is a *BAD* thing, I forwarded Boeing's letter with my endorsement to the SPO for approval. Then I started writing an article that began—"In addition to acceptance and delivery flights..."

(Please note DCMC-AF's non-role in granting waivers to 8210.1 in the previous article. GFRs should probably consult with their District CFOs or us prior to processing any waiver, but it is the responsibility of the owning agency to grant such waivers.)

Random Notes

Dakota tribal wisdom says that when you discover you are riding a dead horse, the best strategy is to dismount. However, in business paradigm we often try other strategies with dead horses, including the following:

1. Buy a stronger whip.
2. Change riders.

3. Say things like, "This is the way we have always ridden this horse."
 4. Appoint committee to study the horse.
 5. Arrange to visit other sites to see how they ride dead horses.
 6. Revise the dead horse riding standards.
 7. Appoint Tiger Team to revive the horse.
 8. Create training session to increase our dead horse riding ability.
 9. Compare the state of dead horses in today's environment.
 10. Change requirements, declare that "This horse is not dead."
 11. Harness several dead horses together for increased speed.
 12. Declare "No horse is too dead to beat."
 13. Provide additional funding to increase the horse's performance.
 14. Do Cost Analysis Study to see if contractors can ride it cheaper.
 15. Hire contractors to ride the dead horse.
 16. Declare horse is "better, faster and cheaper" dead.
 17. Issue leather jackets to the riders
 18. Say this horse was procured with cost as an independent variable.
 19. Begin tracking dead horse metrics
- And my favorite...
20. Promote the dead horse to a supervisory position.